

No Build (See Exhibit D)

This alternative does not address the operational deficiencies identified by the city and county.

Alternative A1 (See Exhibit A)

Improve the existing alignment of State Route 32 within the project limits. The intersections of Swift and Sixth Street and Sixth and Walker Street, as well as the segment of Sixth Street in between would be widened. Traffic signals would be installed at the intersection of Swift and Sixth Street where there are currently stop signs. Both intersections would be synchronized for a progressive movement of traffic through this block.

The left-turn volumes on Sixth Street in both directions can be accommodated by restriping this highway segment for a block-length, left-turn lane and a through lane in each direction. This design would provide more than 300 feet (91 meters) of left-turn lane storage. This four-lane section would also have adequate storage for the peak hour percentage of trucks. Both intersections would also be widened to accommodate turns of STAA trucks. This widening would require additional right of way from properties at the intersections of Swift Street/Sixth Street, and Sixth Street/Walker Street. The resulting four-lane section on Sixth Street may require additional widening of up to 4 feet (1.2 m) on either side for 12 ft (3.6 m) lanes and 8 ft (2.4 m) shoulders. Such widening would likely not require additional right of way.

Also, facilities would be provided to preempt the signals at Sixth and Walker Street when trains are using the crossing on Walker Street. These improvements would reduce peak hour congestion and prevent backups into other intersections.

Alternative B (See Exhibit B)

Alternative B realigns State Route 32 by projecting the tangent from the Interstate 5 interchange to the intersection of Sixth and Walker. This alignment would bisect the project area with a straight diagonal line. Route 32 would connect to the intersection of 6th and Walker at a 45-degree angle. Swift Street would be truncated in a bulb before it reaches the Swift and 8th Street intersection. Traffic on Walker Street west of Sixth Street would be prevented from entering the intersection of 6th and Walker, or going north on 7th Street, but it would be able to turn south on 7th Street. The existing signal at Sixth and Walker would be improved to current standards. Facilities would be provided to preempt the signal when trains use the crossing.

Alternative C (See Exhibit C)

Alternative C is also a major realignment designed to bring State Route 32 directly into the intersection of Sixth and Walker Streets. Rather than using a straight line across the existing block of homes and businesses, this alternative uses a pair of curves to bring the highway into a perpendicular intersection with Sixth Street. This alternative also upgrades the existing traffic signal at Sixth and Walker Streets, and provides facilities to preempt the signal when trains use the crossing. The alley between Swift and Walker Streets would be closed off to prevent access into the newly created signalized intersection on 8th Street between Swift and Walker.